

CLASSIFIED MESSAGE

S E C R E T

DATE 1510Z 12 OCT 62

ROUTING

1	C/DO	4	DDIR
2	/	5	80
3	/	6	ED

ZE/90 RB

ROUTINE

TO : DIRECTOR

FROM : [REDACTED]

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

TOR: 1800Z 12 OCT 62

IN: 51737

TO [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

## FIELD OPERATION STATUS REPORT

1. ANALYSIS OF FIRST AVAILABLE DATA FROM SECOND FLIGHT WITH 202 INDICATES HIGH TURBINE INLET TEMPERATURE PROBABLY RESULT OF GROUND TRIM BEING HIGH. INABILITY TO GET REMOTE TRIM OPERATION AND RESULTANT TERMINATION OF FLIGHT HAS BEEN TRACED TO LACK OF ELECTRICAL SIGNAL SUPPLY TO REMOTE TRIMMER. THIS CAUSED BY CIRCUIT BREAKER LEFT OPEN IN ARTICLE. UNIT IS LOCATED IN WHEEL WELL WHICH PREVENTS INFLIGHT RESET. NACELLE OPENED FOR INSPECTION, AND FUNCTIONAL CHECK OF THERMOCOUPLE HARNESS AND TRIMMER.

STIFFER CABLE TENSION SPRING HAS BEEN INSTALLED TO DETERMINE IF THROTTLE OPERATION THEREBY IMPROVED. ENTV HAS BEEN DEACTIVATED TO EVALUATE EFFECT ON REPORTED EXHAUST NOZZLE INCONSISTENCY BELOW MILITARY. CIS CALIBRATION TESTS AT ANCHOR INCLUDING TEB

S E C R E T

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

25X1 CITE  (IN 51737)

S E C R E T

PAGE TWO

STORAGE CHECK INDICATE BAND WIDTH OF SIGNAL PRESSURES REQUIRED TO FIRE CIS OVERLAPS ENGINE MANIFOLD PRESSURES OBTAINED AT FIRING POINT. MAIN CONTROL MINIMUM FUEL FLOW SCHEDULE WILL BE RAISED SLIGHTLY TO INSURE CONSISTENT CIS FIRING. MIN FLOW ON 202 HAS BEEN SO INCREASED. REDUCTION GEARBOX WITH STRENGTHENED GEARS HAS BEEN MOUNTED IN ARTICLE 121. INSTALLED RUN PLANNED THURSDAY AFTERNOON TO SET STABILIZED MILITARY TRIM AT LOWER LEVEL, AND OTHER NECESSARY ADJUSTMENTS. ENGINE TIME FLIGHT 1:21. TOTAL 17.50.

2. STATUS 201 AND 203 NO CHANGE

3. 205 WILL CHECK RUN THURSDAY AFTERNOON ON TEST STAND. ENGINE PARTIALLY DRESSED WITH QEC PARTS ON HAND. TIME 0:00.

END OF MESSAGE